



# AO-0319 — Enhanced Arrival Procedures using a Second Runway Aiming Point (SRAP)

Enhanced arrival procedures using a Second Runway Aiming Point (SRAP) will allow inbound aircraft reducing noise footprint impact in the surrounding areas of the airport and possibly runway occupancy time and/or taxi-in time, while also allowing potential increased runway capacity (via optimized wake separations).

The SRAP concept is a published approach procedure, enabling aircraft to land on a second further runway aiming point (with associated runway ground markers, lights and visual aids).

The SRAP procedure is designed with a glide slope parallel to the nominal one operated for the first aiming point.

Choosing a SRAP approach (over the conventional one) could be the result of the best compromise between available runway length, preferential runway exit use, noise, wake turbulence separation constraints, and the runway occupancy time.

**Rationale** There is an operational need to reduce the noise (shifting away from conventional glide path area) while possibly allowing optimisation of wake turbulence separation minima and of the runway occupancy time. This can be done by shifting the runway aiming point further down the runway. Using a Second runway aiming point could also serve as an enabler for reducing the wake vortex encounter risk, therefore potentially bringing a secondary benefit in reducing wake vortex separation minima for specific combination of leader/follower aircraft pairs.

**Forecast V3 end date** 31-08-2019

**Benefits start date (IOC)** 31-08-2026

**Full benefits date (FOC)** 31-08-2030

**Current Maturity Level** V2 finalised

**Solution Data Quality Index** -

**Current Maturity Phase** R&D

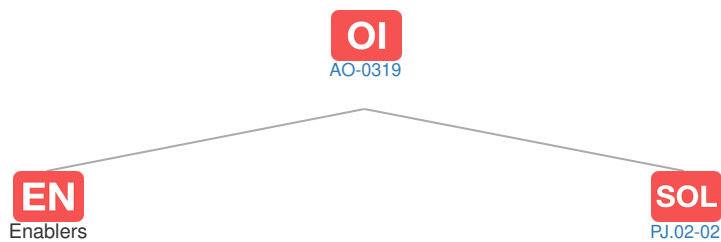
**Scope** -

**Release** R9

**PCP Status** -

## Context

### Related Elements







Implementation Objectives: No associated data



ICAO Block Modules: No associated data